Impact of Euro norms on motor vehicles industry

944 PROF. (SHRIMATI) BHARATI RAY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the details of norms specified in Euro-I, Euro-II, Euro-III and Euro-IV;

(b) the present situation in India to match the Euro norms;

(c) whether the domestic motor vehicles industry would be seriously affected or closed down for adhering to the said norms; and

(d) what would be the additional investment for upgrading refineries to produce Euro-III auto fuels (petrol and diesel) by 2005?

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI T.R. BAALU): (a) and (b) Euro-I, Euro-II, Euro-III and Euro-IV are based on progressive advancement of automobile technology and commensurate improved quality of fuel to comply prescribed set standards including emission norms. The European Union proposes to implement Euro-IV norms from the year 2005 for which auto fuel specification and Engine technologies are yet to be finalised and evaluated. In Delhi, Mumbai, Chennai and Kolkata emission norms for 4 wheeled automobiles known as Bharat Stage-II norms akin to Euro-II norms were made effective. In India, in the case of 2 and 3 wheelers, specific norms, which are more stringent than in Europe are followed.

(c) The domestic motor vehicles industry has taken steps to adhere to Euro norms as and when applicable.

(d) An additional amount of around Rs. 18,000 crore would be required to produce Euro-III auto fuels (petrol and diesel) by 2005.

Destruction of BT cotton crops

945 SHRIMATI GURCHARAN KAUR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether any standing cotton corps raised through the pest-resistent genetically modified BT cotten seeds have been destroyed in any State;